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BOSTON IN THE FUTURE:

ITS

PARK GROUNDS,

AND A

GRAND AVENUE

THROUGH THE CITY, WITH

A MAP OF THE SUBURBS,

SHOWING OUTLINES OF PROPOSED

ANNEXATIONS,

INCLUDING

CHARLESTOWN, SOMERVILLE AND CAMBRIDGE.

ALSO,

A SECTIONAL MAP,

GIVING THE ROUTE OF THE

PROPOSED THOROUGHFARE.

SECOND EDITION.

BOSTON:

A. WILLIAMS & CO., OLD CORNER BOOKSTORE.

1871.

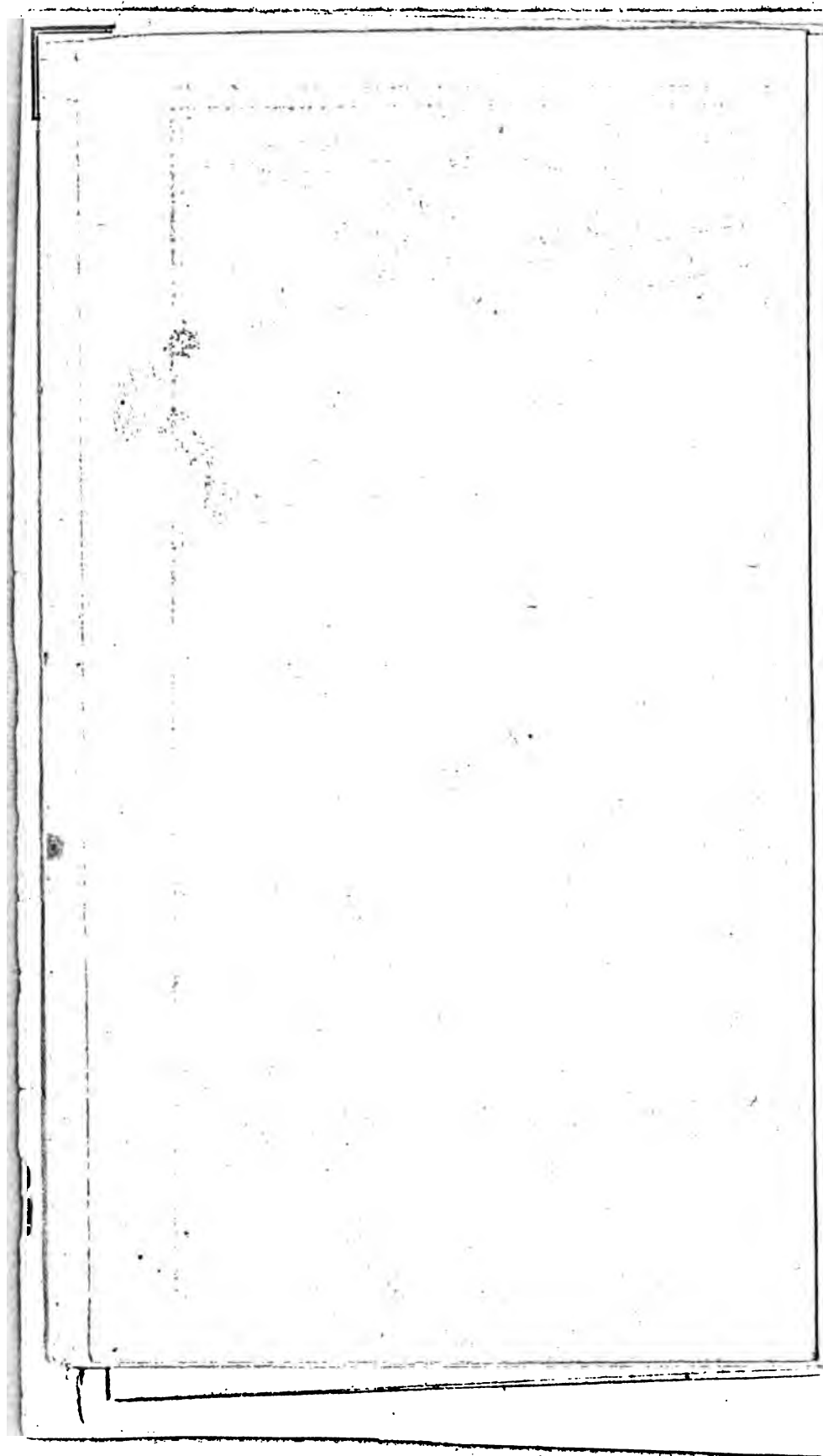


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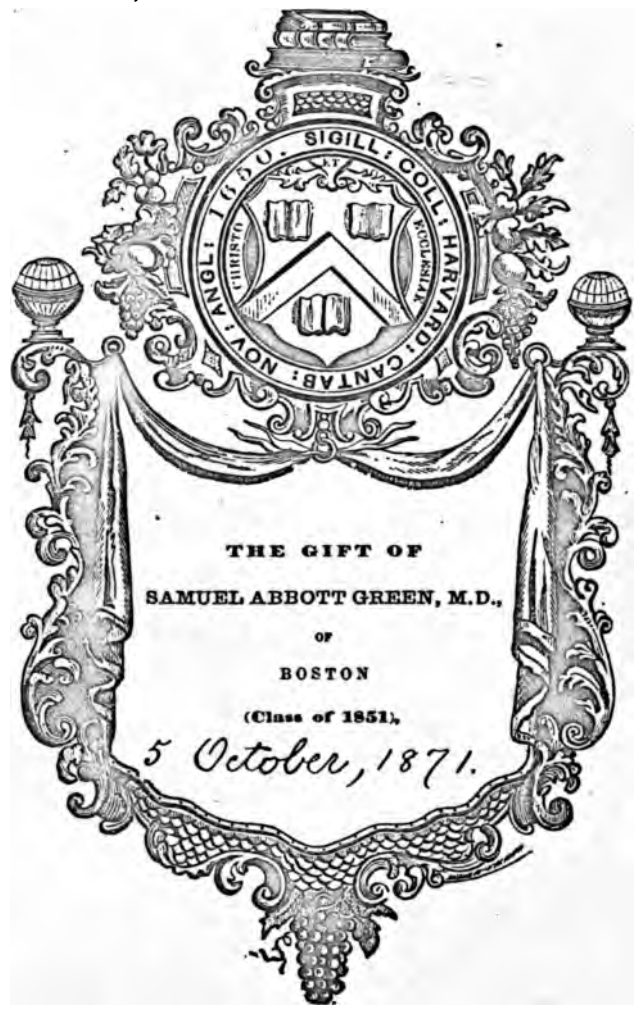
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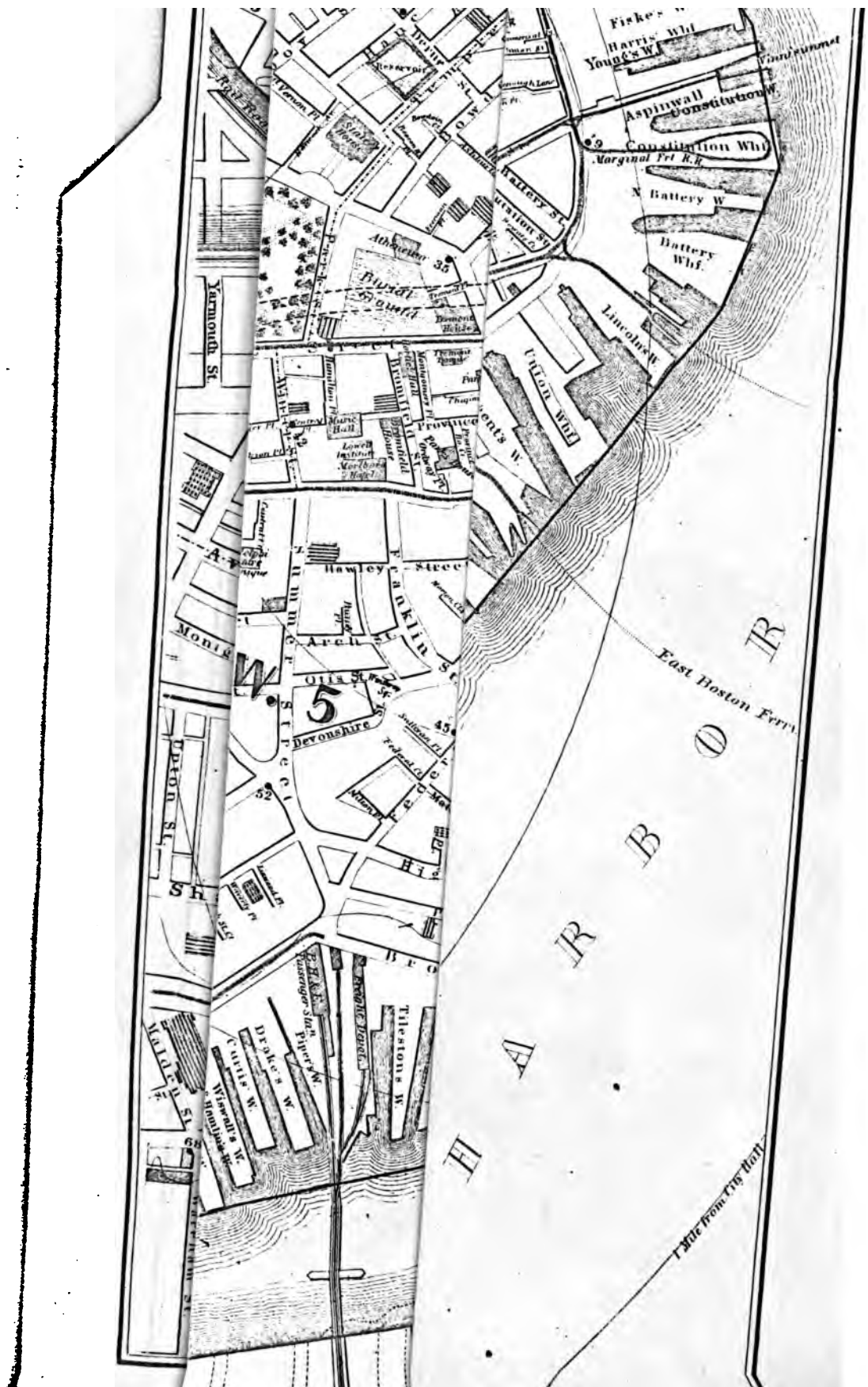
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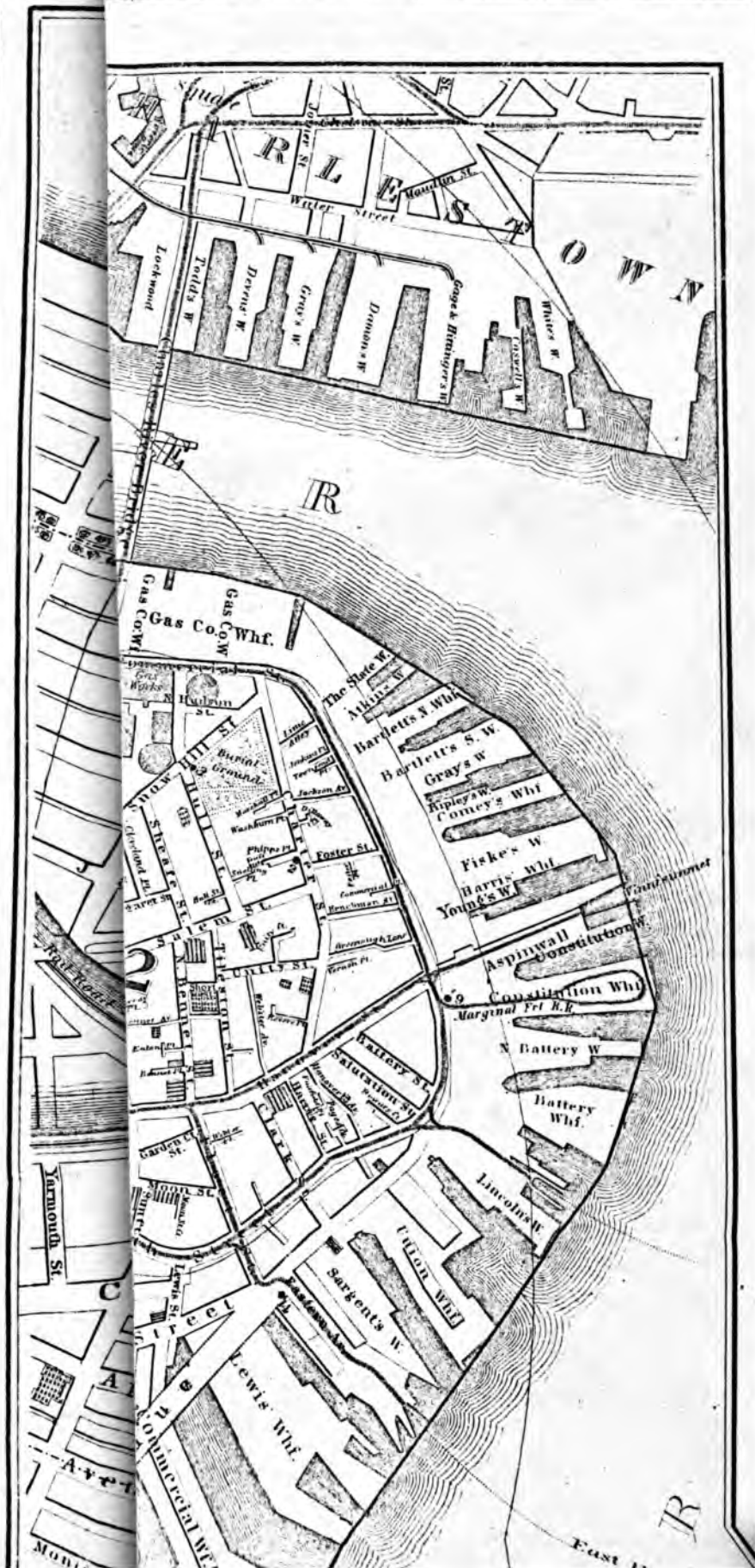
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1871, Oct. 5. Gift of
Saml. A. Green, M. D.
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Description of the accompanying Maps.

On the Map of the Suburbs the red lines indicate the desired extension of Boston for superior Park accommodations and its own definite future. The proposed new street may also be seen on a small scale as marked on this map.

The Sectional Map taken from the most accurate surveys of the city to 1870, brings prominently to the eye the projected Avenue, beginning with the widening of Suffolk street and the crossing of others for the extension of Shawmut avenue in a direct line to Tremont street. This great improvement has been ordered by the City Government.

Tremont street is shown as already widened from the crossing of the Boston & Albany Railroad to the Common.

Next is seen the proposed widening of the same street along the Common to opposite West street, where the new thoroughfare commences, diverging from Tremont street to west of Park Street Church, thence through the cemetery and Tremont Place to Beacon street and Pemberton square, crossing Howard, Court, Alden, Hawkins, Bowker, and Portland streets to Warren square.

Tremont street and Shawmut avenue, extending as they do, almost indefinitely south, will demand ample room as they unite with their busy throngs pressing north; and then and thereafter, if Tremont street and Tremont row are already crowded, will the proposed widening of these streets north of Park street meet the emergency?

Is it not evident, rather, that the time has arrived for making the very improvements here delineated on the map, and advocated on other pages, modified, however, as they possibly may be by more mature deliberations of other minds?



BOSTON IN THE FUTURE:

ITS PARK GROUNDS

AND

IMPORTANT STREET IMPROVEMENTS.

It has ever been unfortunate that the growth of Boston from its inception has been unanticipated; but in future, comprehensive plans will doubtless be had and heeded by the proper Commissioners and others, for its utility and aggrandizement.

Sagacious persons have long perceived the impolicy of certain street locations and alterations, regardless of increasing business and travel.—The annexation or rejection of other cities and towns, according to interest or caprice of parties concerned, is equally impolitic and should be regulated by fixed boundaries.—A third matter, not less important for the future physical aspect and condition of the city, is the movement for public grounds now in efficient hands.

The following proposed Annexations are respectfully submitted, chiefly with reference to the Public Park question, viz: Brookline and Brighton with a section from Newton for a straight line and to include the Cochituate surroundings, together with that portion of West Roxbury between Brookline and Dorchester, not omitting Charlestown, Somerville and Cambridge, if so willed.

The then regular territory of Boston, some eight miles square, bordered extensively by the Neponset and Charles rivers, would afford ample grounds—picturesque, undulating and unimproved—for the most desirable park arrangements within the city limits.

~~As~~ Intended remarks on the Park itself are withheld for the present.

A PROPOSED NEW STREET.

To the Editors of the Boston Daily Advertiser :—

A communication on "Tunnelling for Avenues," lately copied in your paper from the *Transcript*, has excited curiosity ; but a decided improvement on one of the plans of the writer would be a new street as follows :—to straighten the Common fence from the head of West street to about No. 3 Park street, then between this point and the church lay out a wide street, through the burying-ground, including Tremont place, crossing Beacon street, into and along Pemberton square, thence crossing Howard street by its "Athenæum," involving Stoddard and Alden streets, in an almost straight line through to Warren square, at the intersection of Friend and Merrimack streets.

The above route would be quite direct between the extremes, and equally important to its own site and the city. Pemberton square, now quite inaccessible and adapted to neither one thing nor another, would then be with its cross streets, the busy focus of the city, lined with first-class stores. The unprofitable, though venerable, cemetery would be made, with the co-operation of its managers, a grand Bazaar of trade with rows of modern buildings.

The change on the Common would also be important, and even if the fence were set back some distance the whole length of the Mall, it would be a marked improvement to both the Common and Colonnade row ; and the latter thus widened from Boylston to West street, together with the new "Pemberton street," or whatever it might be called, to Howard street, would become fashionable for promenading and shopping, and the entire route be the most desirable Avenue required between the northern and southern stations and sections of the city.

Now that a petition is being circulated for the widening of Tremont street and row, by which the extensive curve from West to Sudbury street would *not* be remedied, it is to be hoped that this shorter line, susceptible of still greater comparative

will commend itself to the attention of the streets.

estions are not thrown out as a substitute for improvements. but the route in question being city east and west, and capable of being made could be, would add greatly to the taxable property, and render unnecessary extensive alterations less likely to be satisfactory in the end.

KAPPA.

Tremont street, opposite the Common.

of the Boston Daily Advertiser :—

location of a fence does not necessarily indiginal boundaries, in themselves permanent, nor any conditions to endanger forfeiture, it is singular limits to the fence of the Common should be the disregard of business facilities and improvement. A public bequest, if such is a portion of may be supposed to be for the general good, and specific objects, its uses should conform more or s, otherwise it might become burdensome.

al use of the fence on the eastern Mall, seems ate idlers from business people. Narrow and e street and its sidewalks now are, they are chief-mer by pedestrians instead of the Mall, and in

position somewhat straightened throughout, leaving near the latter street a triangular space for future needs,—the streets and sidewalks adapted to the change,—the gratification of citizens would soon be universal. The proprietors of estates opposite, if not amenable to betterments, would, doubtless, cheerfully pay all attendant expenses; the city having only the agreeable duty of assessing thereafter the value of said estates at much higher figures!

The removal of a row of unsymmetrical and decaying trees south of West street and north as might be necessary, would afford more nutriment, air and sunlight, for the benefit of those remaining; and for each tree thus taken, scores more thrifty and beautiful would be supplied in a more appropriate place—a new Park. It is not, however, a mere street question, but a simple necessity, to sacrifice a part of the crowded and decaying trees, rather than lose all in time.

If the benefits of the recent improvements on Tremont street south of Boylston street, are to be fully realized, particularly by the same street north of Park street, and by the proposed Avenue through the Cemetery, the intermediate portion must be improved as suggested. The satisfaction at the widening of Charles street from the public grounds, its imposing effect at all times and convenience on public occasions, would be still greater with the same favor granted to Colonnade row, inasmuch as the latter is built upon and has treble the business and travel.

The narrow section appropriated would not be turned to any other purpose than as being still common to all the people as part of a street, more common in fact than the Common itself! The propriety of a formidable barrier, or any at all enclosing such public grounds might well have been questioned. As it is, animals more *deer* than man are already within the enclosure (the inner one), and why should not the noble horse be allowed a spacious street *outside* for his laborious rounds?

KAPPA.

BERTON AVENUE."

Boston Daily Advertiser :—

graphs on exceptions to the contemplated of Park street,—one of the latter being n of cemetery rights.

ose of past generations or the feelings of would gladly be avoided, but self-aggrieved the persistent cause of their pretended orming to the customs and requirements . If private and even vested privileges olie good, the former must yield. Imagine at the old burying ground in Congress her than at our rural cemeteries! However the chartered rights, in view of the ion and of the present need and value of

tions follow only interest and inclination, have and must use their rights to approach, remove obstructions and nuisances as health demand through the people. So hall be laid out, private business arrangements made, but not till then. If, as asserted, ow not unfrequent in the tombs, some of r the tree-obstructed sidewalk, or "Padese attended by obnoxious circumstances; eased altogether, how long should the lo-or occupied in the very heart of the city? a more propitious time for the inevitable

outlay also, as well as the income and encomiums sure to follow! Another front and more land on the new street—now Tremont place, and all desired extension south with a cross street for hotel purposes, could be had, obviating present inconveniences on Beacon street, and admitting a third facade on this latter street.

Again, the high cost of a number of houses on Park and Beacon streets would be offset by betterments elsewhere. Indeed the latter in the aggregate would doubtless more than equal the cost of the real estate required to be taken. Probably nowhere else in the city would property be increased in value more than that bordering most or all of the line of this proposed street.

The tide of trade is already setting up Beacon street, and will extend indefinitely if not diverted. Park street would undoubtedly give up two or three houses for a street rather than all to dry goods. This "Pemberton street" once established, traffic would be satisfied with its wide and extensive range and yield permanently to private residences the eastern slope of the elevated district enclosed by this street, the Common, Charles and Cambridge streets. Even the entire "hill" itself, whenever its narrow streets shall be re-arranged for rebuilding tasteful mansions, may become the fashionable "West End," with its good drainage, salubrity and fine prospect, and be liable to no more interference from vulgar trade!

A few public buildings as the Court House and Registry of Deeds might go above the street; the former be located possibly back from the corner of Somerset and Beacon streets, as suggested by H. H. W. in the *Transcript*, with a street then on its four sides—Court square be given up to express business, and Pemberton square, upper stories, become the future headquarters of the lawyers!

The importance of that part of this proposed street north of Howard, can well be anticipated. The necessity for a direct Avenue communicating with the several railroad stations is urgent, and the Warren square route would meet the case and traverse a section needing a cross street for a large in

crease of its local business and of value to its real estate by
rebuilding KAPPA.

ADDITIONAL REMARKS.

Will not this move for a grand highway, more feasible and economical than any other contemplated or possible route to connect the northern and southern portions of the city, receive the co-operation of our citizens and the consideration of the Board of Street Commissioners?

Now that Shawmut avenue is to open into Tremont street, the necessity will be greatly increased for all the improvements herewith proposed from Boylston street to the vicinity of Warren square, making it the chief Boulevard of the city.

It is so evident that the plans of "Kappa," as published a year ago in the *Boston Advertiser*, are infinitely paramount to any other street improvement at present agitated, that this collection has been made and republished to present the case fairly to the public.

Even should Washington street be extended to Haymarket square or Portland street, it would not lessen the importance of the Pemberton route, but actually demand it to prevent the unsatisfactory widening of Washington street in the vain attempt to accommodate the moving masses and transportation business through this latter street.

A word on the Common. The futile device of "moving the sidewalk to the Mall," seems too short-sighted to be seriously advocated except by those who revere the fence as more sacred than the Common itself, or have not the moral courage to declare for a plan to be permanently satisfactory, always an essential consideration.

The new public Park, when laid out, will prove more than a substitute for the rural features of this hitherto Paradise of the city, and the multitudes of pleasure-seekers will then resort thither, when the legitimate objects and uses of the Common will doubtless be modified and defined.

Already the Common is virtually a thoroughfare, traversed in all directions from street to street, and this is now in fact its chief daily utility. How unfortunate then that gentlemen of influence entertain, if they do, unyielding scruples on the policy, right and duty of widening a contiguous street as herein suggested.

Just as the foregoing is in press, March 15th, the invaluable "Description of Boston," by Ex-Mayor Shurtleff, is published. A cursory glance at that portion devoted to the Common sheds new light on its history and corrects numerous false impressions. "Many persons have supposed," says the author, "that it was given to the town, but that is not true;" and this he shows conclusively.

In giving the original extent of the territory of the Common, the "town fields," the author says, page 307:—"When first set apart as a training field, it extended easterly a short distance from the present line of Tremont street, covering the site of the houses in Colonnade row, and was bounded by Mason street. Its westerly boundary was the water of the Back Bay, for Charles street was not laid out until the year 1803. On the north it was bounded by Beacon street; the Granary Burying-Ground, and the land on Park street (anciently known as Sentry, or Centry street), having been taken from it,—the burial-ground in 1660, and the land on Centry street for the eleemosynary institutions of the town a short time later. The southerly boundary was by the estates on the north side of Frog lane, (now Boylston street), which have since been purchased by the town, that part on which the Deer Park is situated, having been bought of William Foster on the sixth of October, 1787, and the burial-ground of Andrew Oliver, Jr., on the ninth of June, 1757. On the southwest the boundary ran by the westerly side of the burial-ground, and nearly in the course of Carver street to the water."

It thus appears that not only Charles and Park streets were laid out within the limits of the Common, but that the buildings on Colonnade row, as well as the street itself, are upon its original grounds, and why may not the now too narrow street be widened therefrom or extended?

period these public grounds or town fields were
ing open in common. Later records show no
tations on their improvement or use except for
than man. The City Charter forbids by impli-
e or lease" of any portion—this, however, being
on other changes.

3, Dr. Shurtleff again quotes from the town

rall townes meeting vpon the Lawful warninge
men it is graunted yt all the inhabitants shall
light of Comonage in the Towne. Thos who
y the Towne men to be Inhabitants.

ed, yt all who shall after the dat herof come to
nt in ye Towne of Boston shall not haue right
vnless he hier it of them yt are comoners.

ed, yt ther shalbe kept on the Comon bye ye
ye Towne but 70 Milch Kine.

ed, yt ther shalbe no dry cattill, younge cattill
be free to goe on ye Comon this year; but on
r Oliuer.

ed, yt noe Inhabitant shall haue power to sell
monage, but only to let it out to hire from year

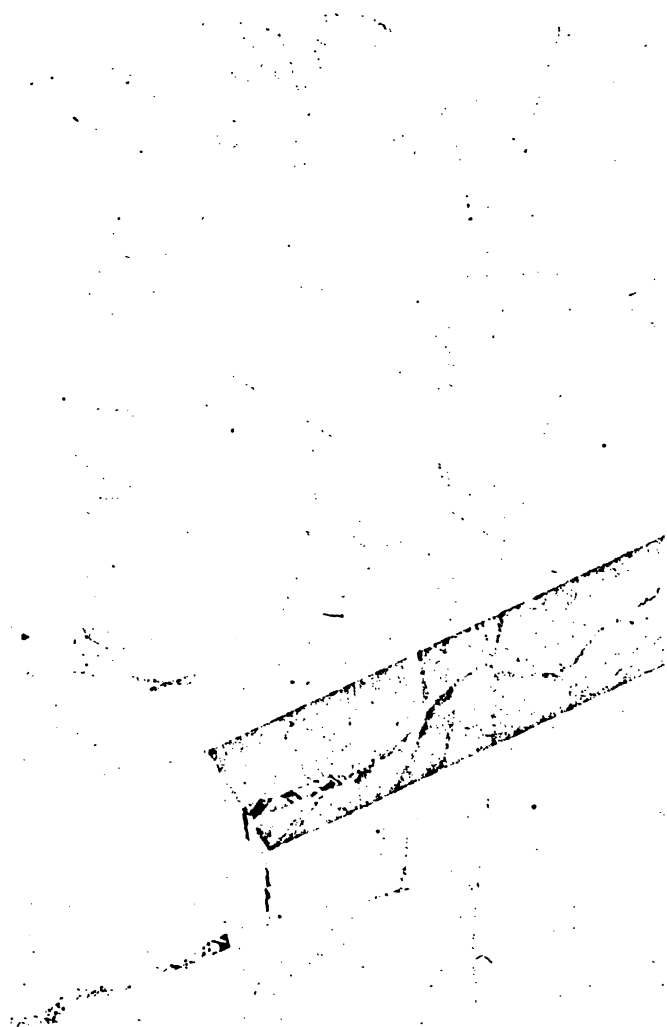
ed, yt if any desire to keep sheep, hee may
ep in lieu of a cow."

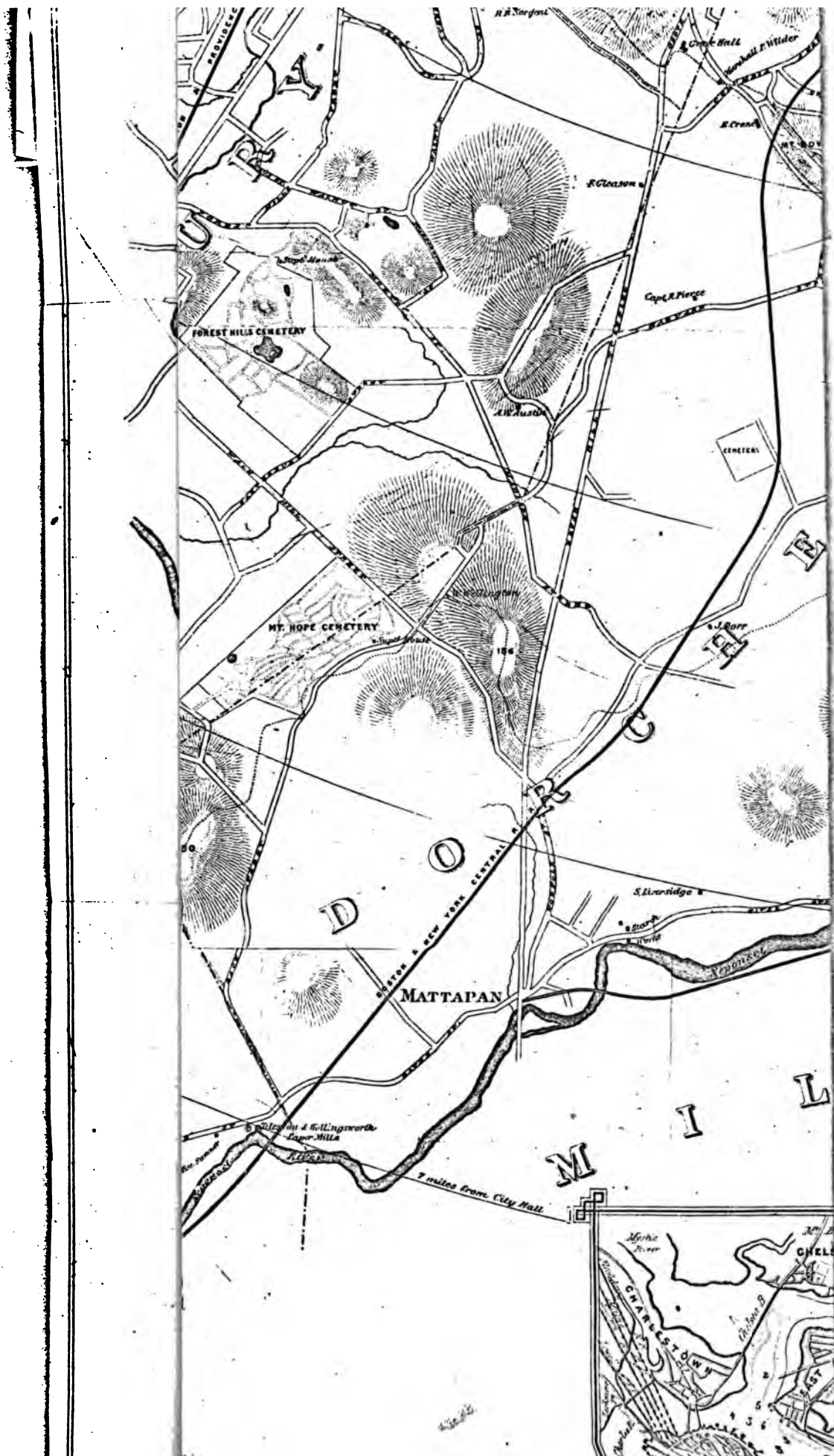
ed, yt noe comon marish and Pastur Ground
bye gifte or sayle, exchange, or otherwise, be
opriety wthout consent of ye major pt of ye in-
a towne."

gable author also fills one hundred and eleven
ity burying-grounds. The Granary and South-
tions of the Common, were used for indiscrimi-

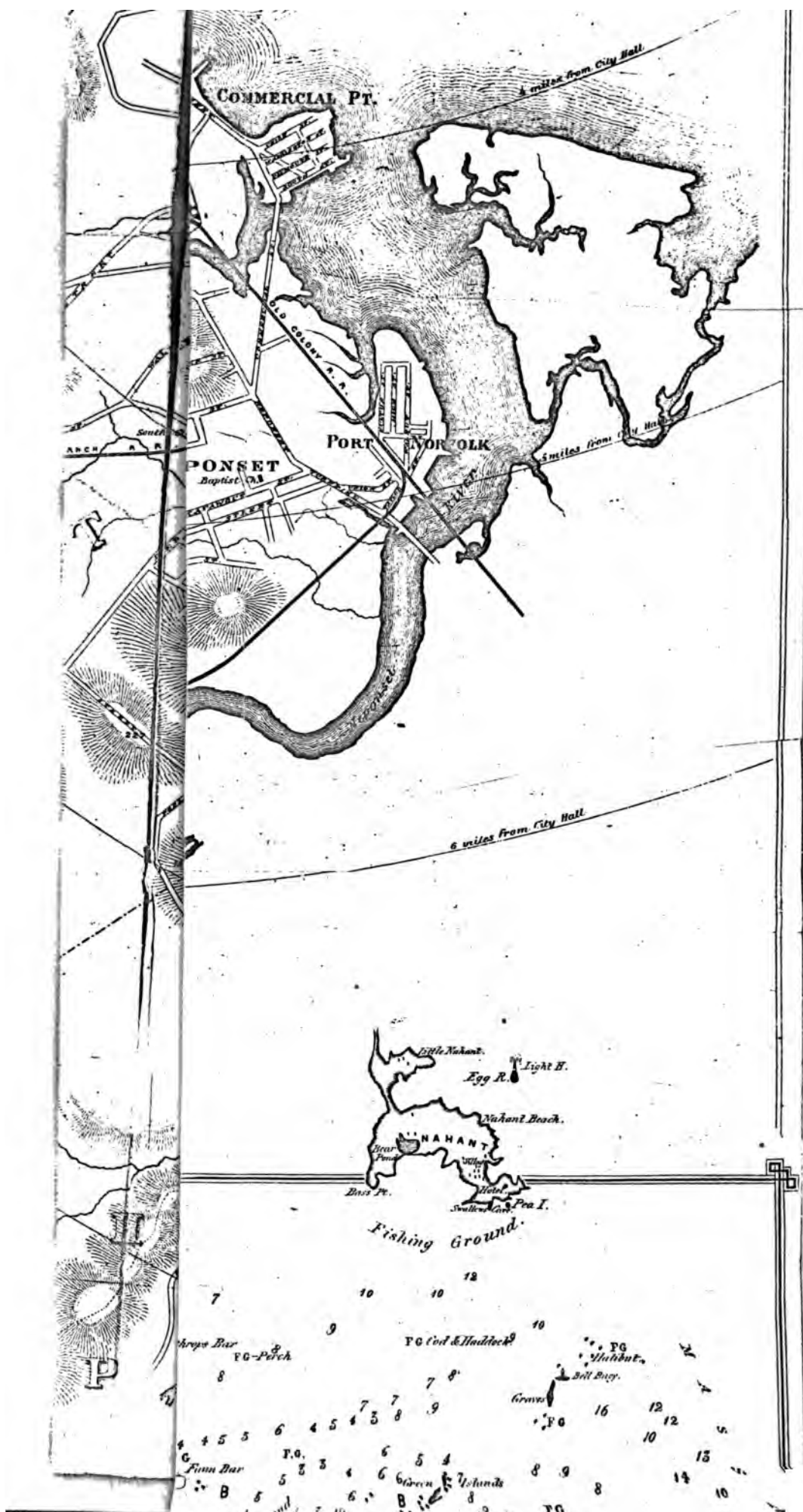
Granary burying-ground would seem to require of the city or state, their removal to a more desirable place and their memories perpetuated by suitable monuments, if for no other reason.

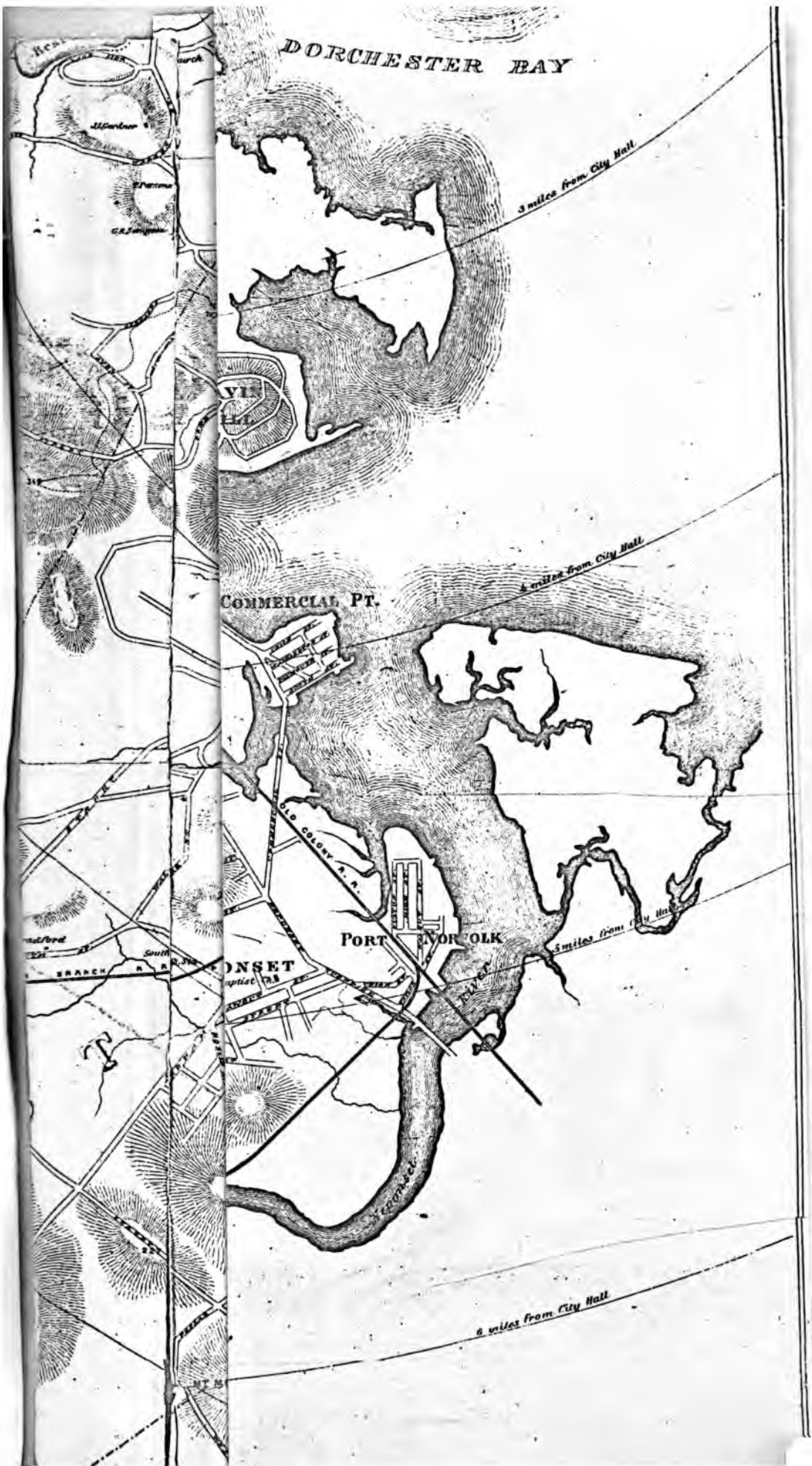
"No monument has been erected to the memory of these worthies, a white marble slab with the simple inscription, 'No. 16. TOMB OF HANCOCK,' only indicating the family tomb, although a small stone in the yard informs us that Frank, servant to John Hancock, Esq., lies interred here."—Page 213.

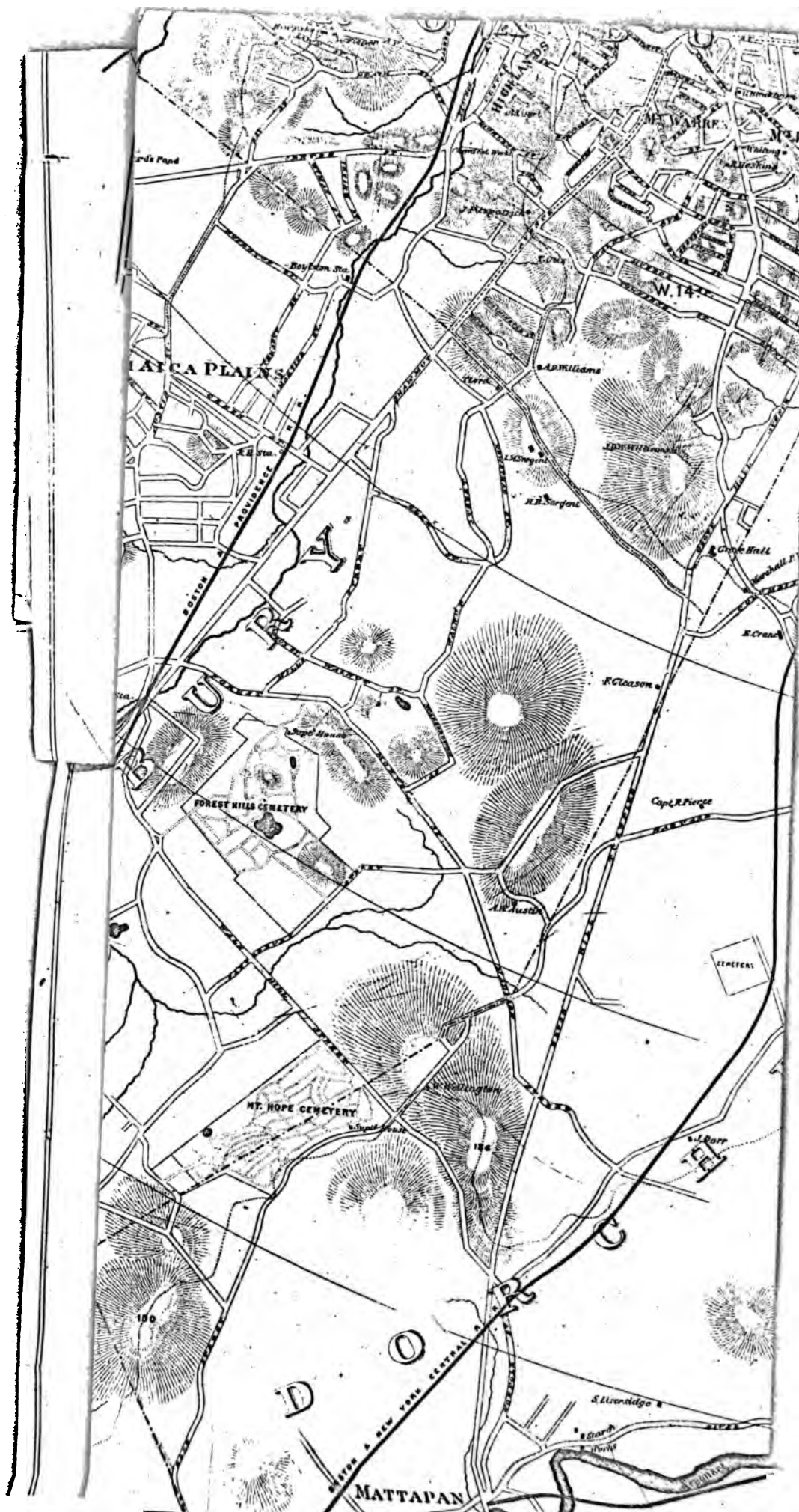


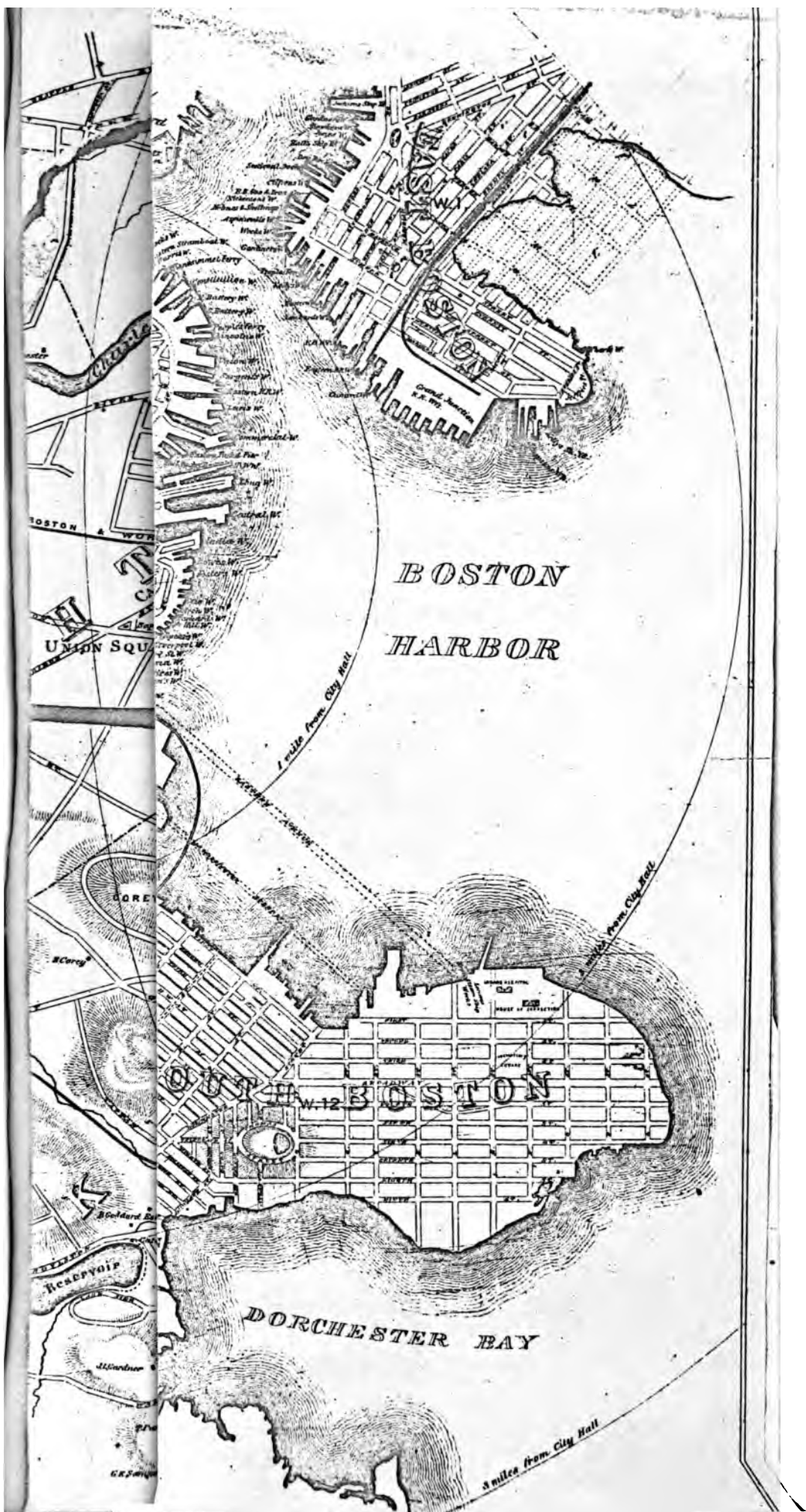












BOSTON
HARBOR

UNION SQUARE

CITY BOSTON

DORCHESTER BAY

3 miles from City Hall

1 mile from City Hall

3 miles from City Hall

RESERVOIR

St. Charles

St. Charles

St. Charles

HOUSE OF REPRESENTATIVES

HOUSE OF REPRESENTATIVES

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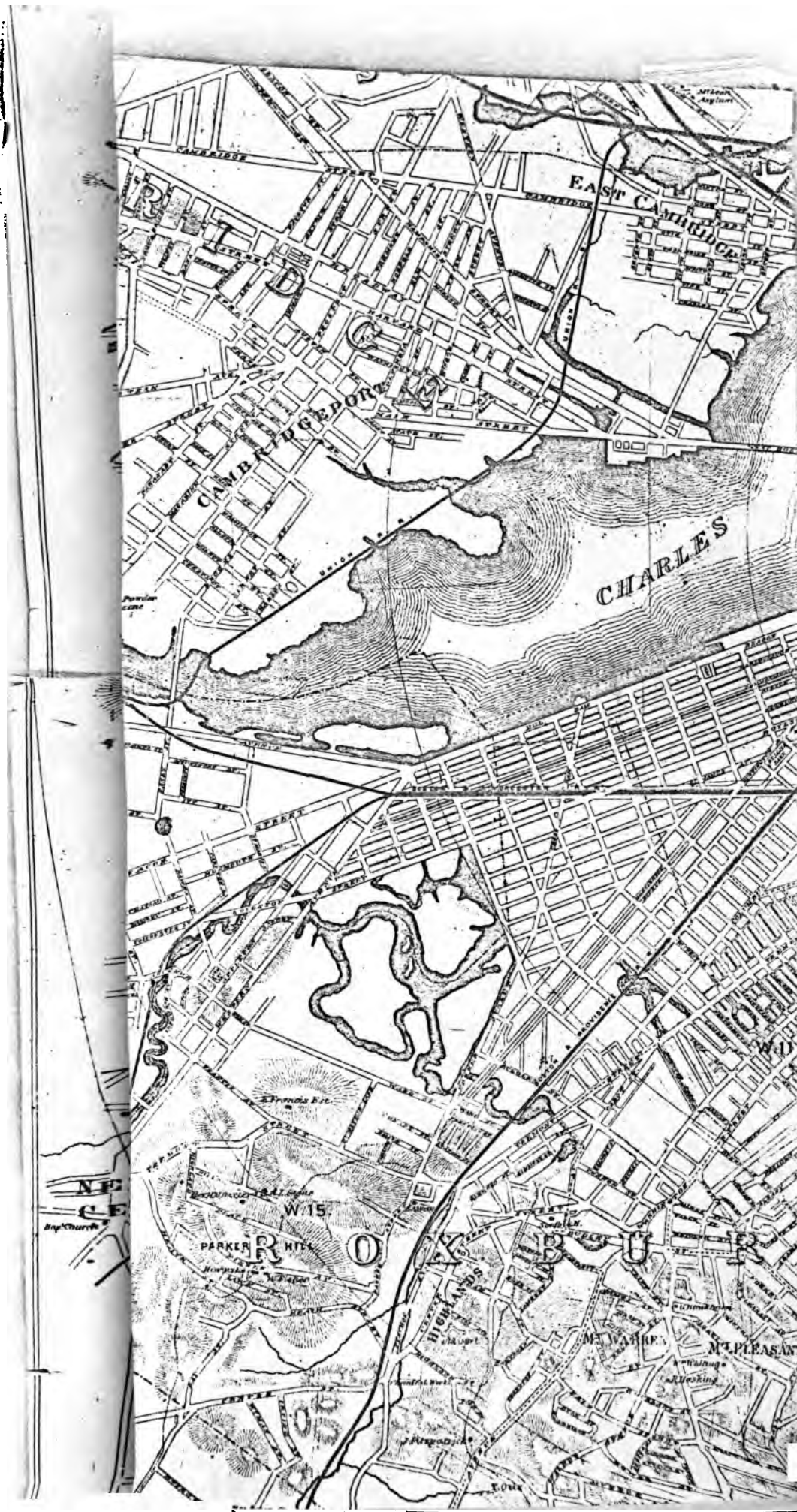
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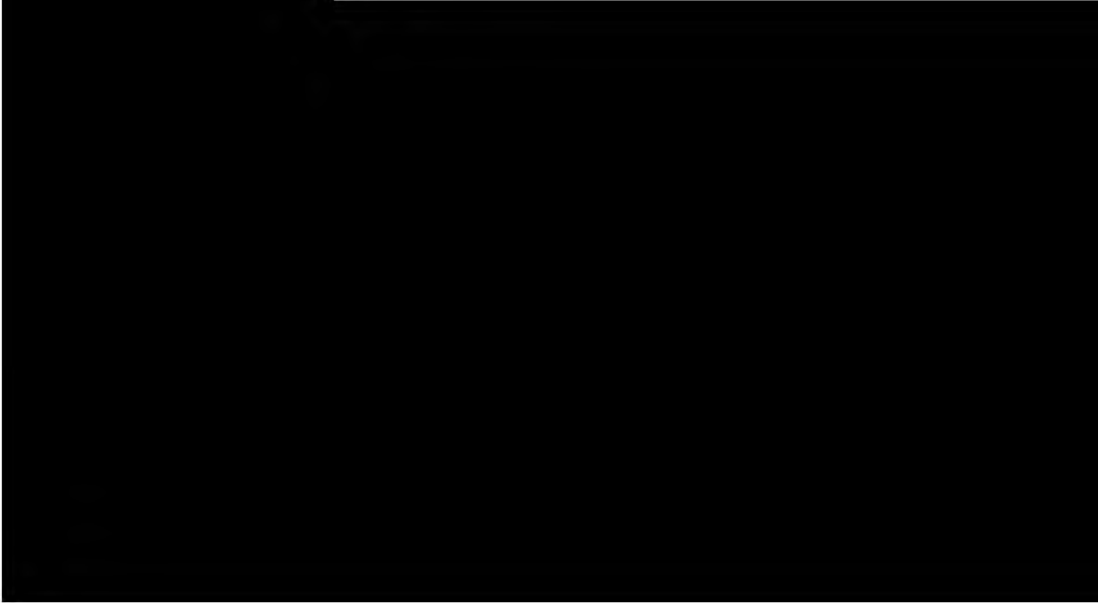
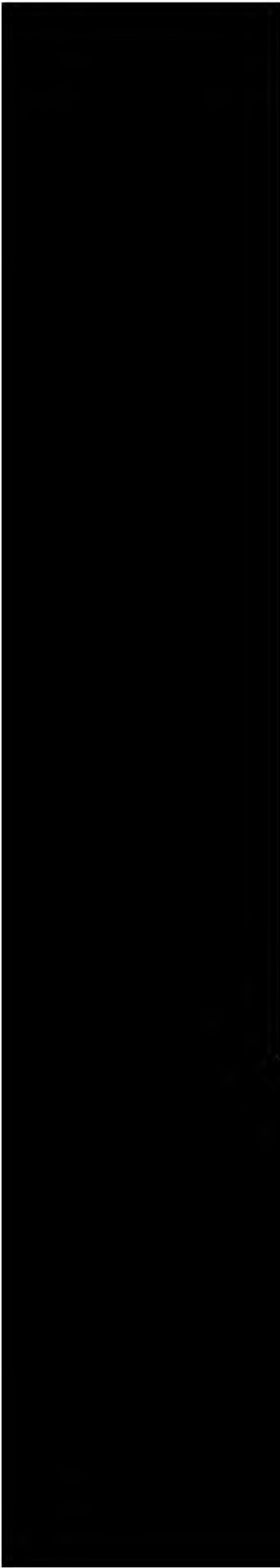
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